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THE TARIFF.

The part of the annual report of the minister of finance devoted to the tariff will be a keen disappointment to those who had looked for a more enlightened administration of the custom house on the accession of the Sariva cabinet to power.

In the paragraph to which we allude, no hopes are held out of a speedy concession to the representation recently made to the minister against the re-imposition of the useless preliminary examination of goods for clearance; neither this nor other necessary and urgent reforms are even alluded to. Nevertheless the opportunity is not neglected to glorify the new tariff, which, it is implied, while facilitating the dispatch of business in the custom house, is based on the true values of the imports.

We really wonder how, in the face of the *relatório justificativo* which accompanied the work, such an assertion can be made. It is true that mention is made of a certain report sent to the treasury by the ex-inspector of the custom house, Sr. Costa Pinto, under date of March 6th, and we gather therefrom that, much to his surprise, certain pestilential individuals had condemned the new tariff as duties on account of its avowed protective duties, as of the undue and arbitrary manner in which the duties had been increased in several instances. It seems, however, that the ex-inspector was equal to the occasion. We gather that by copious extracts from the works of distinguished writers on political economy and by appeals to the special condition of the country, that enlightened functionary had fully disposed of these outrageous charges. And such argument we know, from long residence in this country, ought to carry conviction to all well reasoning minds.

We wonder when Brazilian officials will be content to follow the example of the great nations whose writers they so glibly quote, and take a practical view of the state and needs of their own country! Even Sr. Affonso Celso, who was never at a loss for an apt quotation from Leroy Beaulieu, or some other writer, in support of any or every measure stated with sadness, in his memorable document of March 27th, that "*nem tudo se aprende no livro*."

At present the crying needs of commerce are neglected while fanciful theories are being ventilated. What is wanted, is what importers fondly thought they were going to obtain—a just and simple tariff, executed in a just and simple manner, just alike to the government and the merchant. It is by a liberal interpretation of its provisions, and not by trying to strain every point to the prejudice of the importers, that the government will best protect its own interests and those of trade. Let the cumbersome process of clearing goods be simplified by a reduction of the staff employed and by the suppression of useless formalities. Let the government, instead of trying to devise fresh taxes for overburdened and long suffering commerce, in sober earnest endeavor to remove all useless and vexatious restrictions on trade, and then we may hope to see a more prosperous era set in both for government and people.

STEAMSHIP SUBSIDIES.

The "Companhia Pernambucana de Navegação" was established by decrees of January 31, 1853, and July 15, 1854, with a capital of 600,000\$. Between the month of May, 1858, and December 31, 1879, the company received in subsidies the amount of 4,431,744\$599 as follows:
From the imperial government..... 2,709,863\$600
" province of Pernambuco..... 884,833\$334
" " Ceará..... 173,333\$331
" " Alagoas..... 128,499\$991
" " Rio Grande do N..... 73,333\$337
" " Sergipe..... 97,000\$000
" " Piauí..... 34,886\$610
" " Paraíba..... 39,000\$006

At present the company receives an annual subsidy of 205,600\$, distributed as follows:
From the imperial government..... 155,600\$000
" province of Pernambuco..... 24,000\$000
" " Piauí..... 12,000\$000
" " Alagoas..... 8,000\$000
" " Sergipe..... 6,000\$000
The net capital realized by this company is placed at 871,800\$.

THE BOTANICAL GARDEN RAILROAD PRIVILEGE.

From the *Diário Official*, May 15, 1880.
Department of Agriculture, Commerce, and Public Works.
Rio de Janeiro, May 1st, 1880.

The Botanical Garden Railroad Company petitioned that the term of their privilege should be counted from the day of the opening of traffic of the first part of their line, and for the term of thirty years in conformity with Decree No. 2,142, of April 10th, 1858. I gave the following decision upon this petition:

"The petition cannot be granted because the term of duration is expressly fixed in Art. 1 of the statutes, approved by Decree No. 3,001, of November 18th, 1862."

In these terms the duration of the privilege is for twenty-five years counted from October 9th, 1868, the date of the opening of the first part of the line. You will inform the company of this decision, sending them a copy of this letter.

God preserve you, etc.,
JOÃO LUIS VIEIRA CASSASSÃO DE SOUZA.

To the Fiscal Engineer of the Botanical Garden Railroad Company.

From the *Diário Official*, May 19, 1880.

THE BOTANICAL GARDEN RAILROAD PRIVILEGE IN THE SENATE.

[Senate Proceedings of May 18, 1880.]

Senator Jurema.—Mr. President: a few days ago the *Jornal do Commercio* published in its gazette the terms of the privilege conceded to the Botanical Garden Railroad Company had been extended and stated that this was done by an official note of March 1st, of the present year.

The following day the *Diário Official* published this note. I consider this question an important one because it relates to the interests of this municipality, to the future municipal income which requires to be increased, for really a capital like this needs to be richly endowed with means. Being desirous of forming a well-founded judgment on this question I am going to petition for a copy of the opinion of the section for the affairs of the empire of the council of state on the occasion of the approval of the statutes of the company in 1862; also of the opinion of the said section on the occasion of the decree of April 3th, 1868, giving a legal existence to the company, an opinion contravening by the present minister of justice; also a copy of the petition lately directed by the company to the government in virtue of which the official note of March 1st was dispatched and, if it exists, the opinion of the respective section of the council of state in regard to it.

Without these documents, Mr. President, I cannot form a complete opinion in the matter. I am troubled with some doubts respecting the justice of the act because it would seem that if the company has its pretended right thus established in the statutes of 1862, it would not petition so many times for the recognition of the term marked in them.

But, as I said, I have not yet a well-founded opinion and I believe that the noble senator, ex-minister of agriculture, experienced statesman as he is, would not have ventured to practice an act that was diametrically opposed to legal determinations. Some special reason must have been advanced to induce his ex-cency.

Gentlemen, I went so far as to look into the existence of such an act, because having a son who was dispatched on March 1st, it had not up to May 15th, been published although, as the Senate knows, our regime is or should be that of publicity. Two months, and a half!

Senator Diniz Vello.—Can it be apocryphal?

Senator Jurema.—It is precisely for this reason that I present the petition. I wish the Senate to read not only the text of the note that is published in the *Diário Official* but also the document on which it founded, and for this reason I do not refuse to the opinion of the noble senator from Rio Grande do Norte because the *Diário Official* would not dare publish an apocryphal note. If it was not for this publication we might really doubt its authenticity.

Senator Diniz Vello.—Is it in the *Diário Official*?

Senator Jurema.—Yes sir; in the *Diário Official* of Saturday, and on this head I have some observations to make by which it will be seen that there does not appear to reign great *exatidão* between the present ministry and the noble gentleman that composed the cabinet of January 5th.

Senator Affonso Celso.—No!

Senator Jurema.—The *Diário Official* is in response to the *Jornal do Commercio* says [May 15]: "We publish below a petition of the Botanical Garden Railroad Company relative to the termination of its privilege. By this note it will be seen that the term of the privilege of that company having been fixed at 25 years by decree No. 2,142, of April 10th, 1858, to be counted from 1854, the date of the concession, the said privilege would terminate in 1880. The company petitioned that the 30 years should be counted from the date of opening of the line for traffic, that is from Oct. 9th, 1868, terminating in 1893. The ex-minister of agriculture seeing that the said decree of April 10th, 1858, as well as that of the original concession had been altered by the statutes of the company, resolved in conformity with the alteration that the privilege should be for 25 years and should be counted from October 9th, 1868, expiring therefore October 9th, 1893. If there is anything to notice it

is not the decision of the minister but the abnormal fact of admitting a revocation of decrees by simple statutes. Not even this, however, can serve as a base of censure for the note of March 1st, because the statutes, good or bad, were approved by Decree No. 3,001 of November 18, 1862. We have thus replied to the observation made yesterday in the *Gazetinha* of the *Jornal do Commercio*."

Here we have the *Diário Official* declining the act of March 1st saying that it is based on the statutes of 1862. In truth the original concession which was made to Conselheiro Camillo Baptista de Oliveira established that the privilege should last 20 years, counting from that date, that is from 1856. In 1858 this term was altered to 25 years. The first decree is counter-signed by our very illustrious colleague, senator from Rio de Janeiro, Visconde do Rio Branco, who is seated by my side; the second by the Marquês de Olinda.

In 1862 Barão Mack, then in possession of the privilege, petitioned for the approval of the statutes for the Botanical Garden Railroad Company. In these statutes the interested parties inserted the clause of 25 years for the duration of the privilege counted from the day on which the first section should be opened in public traffic. This opening took place in October, 1868.

The Botanical Garden Railroad Company now petition the government, not for these 25 years in question, but for 30 years.

I will observe to the Senate that the company could not ask this term. No decree establishes the term of 30 years from the date of the opening of the first section. It asked for more, certain that the government could not grant this term and that in appearing to refuse, the right that it desired, which was the 25 years from that date, would be confirmed. All this is conjecture and for this reason I ask the documents to which I allude.

I will now call the attention of the Senate to the manner in which the *Diário Official* expresses itself. It has no justification whatever. The *Diário* seeks to defend the act of the minister of agriculture, of the cabinet of January 5th, saying that it was based on the decree of 1862 which approved the statutes, and at the same time exists upon him the gentlest censure that can be made to a minister in the columns of an official paper, that is, it says that the revocation of decrees like those of 1856 and 1858 by simple statutes is an *anormal* fact. And it adds that *good or bad* they were approved!

Does not the *Diário Official* wishing now to defend the noble Conselheiro Simão that proper to inflict upon him a most pungent censure relative to the act of 1862? I should decline with thanks this sort of a defense.

Senator Silveira Mota.—There is no defense; there is only censure.

Senator Jurema.—In the first part, if we do not wish to invert the morals and consider the whole ironical, we cannot but admit that there is a sort of defense. But in the second part there is the severest censure. The noble minister of agriculture of the past cabinet should protest against this appreciation of the *Diário Official* because it censures most strongly his act of 1862, for it is here said that the company can to-day enjoy these 25 years and that the municipality will five years be deprived of the use of so lucrative a line by an act of the noble minister of agriculture of 1862.

For this reason I said that there does not appear to be between the present ministers and their predecessors that *entente cordiale* that there should be between ministers of the same party. The public service suffers.

Why was not this note published? The ministry of January 5th left power March 28. If then this ministry is worthy of remembrance for not having published immediately the act of March 1st, why did the present ministry also prevent this note clandestinely from the 28th of March until May 15th without making it public, rendering it necessary for the *Jornal do Commercio* to invoke it in order to publication?

My petition is as follows (reads):

I petition that through the ministry of agriculture the present minister be asked for a copy of the opinion of the section of the affairs of the empire of the council of state, that served as a basis for the decree No. 3,001, of November 18th, 1862; also for a copy of the opinion on which was based the decree No. 2,142, of April 10th, 1858, which requested the legal existence of the Botanical Garden Railroad Company; the copy of the petition of this company referred to in the note of March 1st of the present year; and the opinion of the respective section of the council of state in virtue of which the said note was dispatched.

The petition was read in the Senate by the noble senator from Rio de Janeiro, Sr. Diniz Vello. The petition was then read by the noble senator from Rio de Janeiro, Sr. Diniz Vello. The petition was then read by the noble senator from Rio de Janeiro, Sr. Diniz Vello.

Of what was his excellency accused in private conversations and afterwards in the journals? It was that the noble ex-minister had increased the term of the privilege of the Botanical Garden Railroad Company. But the documents of which the noble senator has knowledge abundantly prove that the term of the privilege had been prolonged eighteen years ago. Consequently what does the note of the ministry of agriculture amount to? It was an unnecessary act.

I do not know if the Botanical Garden Railroad Company attached great value to a new explanation

from the ministry of agriculture by an official note or dispatch when it already enjoyed the same right in virtue of a decree.

Senator Jurema.—I know.

Senator Silveira.—I do not know, but it really seems to me a superfluous.

Senator Jurema.—It asked for 30 years and was refused in this part.

Senator Jurema.—The government seemed to refuse.

Senator Silveira.—But the noble senator says that the present minister in the explanations given, censured not the past minister but the minister of agriculture of 1862. Mr. President, if I had written the article I should have expressed myself differently. What was meant was that it would have been more regular if the new term had been conceded by means of a decree instead of being mixed up with the statutes. This was the meaning.

For my part I think that this irregularity is of no consequence since the indication of 25 years in the statutes is a kind of petition and the government in approving the statutes granted the petition.

Senator Jurema.—The statutes were approved by decree.

Senator Silveira.—What further importance has the question? Does the noble senator wish something to be recorded? No, the act is perfect and complete.

Senator Jurema makes a remark.

Senator Silveira.—If the first concession had been made in consequence of a law, it certainly could not be revoked by a decree; but since it was by a decree it is beyond doubt that it could also be revoked by the same means as in point of fact it was twice. The present ministry has no interest or desire to be the censor of the past one. On the contrary the present ministers supported the former cabinet.

Senator Jurema.—Not all.

Senator Silveira.—They respected the worthy citizen who composed it and will do all in their power to show them all the deference which they merit as fellow-partisans and fellow-patriots that were their predecessors.

RAILROAD NOTES.

The bill passed by the São Paulo provincial assembly authorizing the extension of the Mogiana railway in Ribeirão Preto by way of S. Simão, received the signature of the provincial president on the 25th ult. The bill specifies that the extension shall be built without a guarantee of interest and without any onus whatever to the province.

At an extraordinary meeting of the stockholders of the Sorocabana railway at São Paulo, on the 15th ult., Luiz Mathias Maylasky, director and lately president of the company, was dismissed from his position as director and it was ordered that criminal proceedings should be instituted against him. According to a report of a special commission it was formally charged that the balances published Dec. 31, 1879, were not in accord with the books, that Maylasky, as president has sacrificed the company by cancelling private accounts with the company's funds at the Deutsche Brasilienische Bank to the amount of 1,600,000\$, that he had taken over 200,000\$ from the treasury and charged it to travelling account, that he had paid 95,000\$ of private debts in Rio de Janeiro with the company's money, that he had withdrawn debentures from the treasury to the nominal value of 200,000\$, that he had taken debentures belonging to the company in favor of his business house—Maylasky & Ribeiro—to the nominal value of 370,000\$, that he had taken debentures of the company to the value of 170,000\$ and entered them in the books as issued by the company's debt, that he has used the company's debentures to pay the company's creditors at par and his private creditors at 85 per cent., that he had made false contracts and many other things which are of an irregular and criminal character. Mr. Maylasky promises to clear himself from these charges.

On the 23rd ult. the president of Minas Geraes and alguém de terre e Argalla, co-owners, signed a contract for the construction of a new gauge railway from Philadelphia in the Bahia tranche line in the direction of Caravelas. The project is intrastate though the co-ownership is authorized to associate others with itself as a company, and extends over a period of eighty years, counting from the date when the whole line is opened to traffic. At the end of that period the assets properly pertain to the government. The project costs, up to a subsidy of 9,000\$ for each kilometer, 12,000\$ of the line, and guarantees for each kilometer 10,000\$ capital employed. The project is to be executed in three stages, as a rule of the line and the construction of branches to Minas, Novaes and Araxá, or some broader plan on the Rio Jequitinhonha. The company is to collect all passenger and export taxes on a commission of 2 per cent., to carry public employees, police, mails and mail offices free, and all soldiers, war materials, colonists and their effects, sent distributed by the government, and all goods sent in behalf of any public authority, at half price. The government reserves the right to take the road on an appraisal valuation after the lapse of thirty years. The surveys are to begin in one year and to be finished in six years from date. The work of construction is to begin within one year and be finished in ten years from the day on which the plans and surveys are finally accepted. The company is forbidden either to own or employ slaves.

THE RIO NEWS

PUBLISHED TRIMONTHLY

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RIO DE JANEIRO, MAY 24TH, 1880.

ACCORDING to the recent *relatório* of the minister of finance it transpires that the late occupant of that high position has been guilty of an act of bad faith which merits the approbrium of every honest man. By the express terms of the late emission of 60,000,000\$ in paper currency, afterwards reduced to 40,000,000\$, it was provided that six per cent. of the emission should be annually redeemed and burned. In accordance with these terms the late minister of finance withdrew the specified six per cent. of the emission, or 2,400,000\$. Instead of burning this money, however, he afterwards put it into circulation anew, thus secretly increasing the outstanding amount of paper currency. This act is not only in open violation of the law but it is also an act of bad faith to the creditors of the government. More than that, this two thousand four hundred contos of redeemed paper, an amount redeemed by an express provision of law, is to all intents and purposes cancelled and without value; its re-issue therefore is clearly and necessarily a criminal act. Although this very thing has been done by a preceding minister, the Barão de Cotegipe, it is an act which no precedent can justify. For such maladministrative acts it is evident that a minister will never be called before a court of justice, but if such things are permitted to go unchallenged and uncensured the country itself will eventually suffer an inevitable loss of credit.

An interesting industrial question was ventilated in the Senate on the 19th by Senator Corrêa. It seems that the *sub-delegado* of police in Itapagipe, a suburb of the city of Bahia, had forbidden night work in the shipyard of the Bahia navigation company, located in that place. The company was then engaged in repairing the steamer *Penedo* which was wanted at the earliest day possible. The company appealed to the president of the province who, with great circumspection, permitted the continuation of night work on the *Penedo*, the work to be limited to the hours absolutely necessary in deference to the quiet of the neighborhood, in which there were sick persons. He also notified the company that a commission would be appointed to select a new site for the shipyard to which it shall be removed; and he prohibited the company from taking any new work until the commission shall have reported. Now that is what we call the quietness of internal government. We have here a great solicitude for the sick, an eminently Christian feeling, and a keen interest in the development of a national industry. To benefit the sick the president shuts up a shipyard; to enable it to open he hunts up a more convenient site. Taking this act as a precedent there is a boundless field opened before the paternal official throughout the whole country. As one illustration, we would say that the quiet and comfort both of the well and the sick requires that the industrious class of bell-ringers shall be encouraged in the same way. If these countless bells could be removed to a more convenient site, the ringers could then go on with their muscular industry to the end of the chapter, and the victims of their present activity might then be permitted some slight repose. Besides that it would materially reduce the undertaking industry, and check the growing tendency to lunacy. It is certainly a good subject to think of.

In a review of "The Municipality of New York" in the *North American Review*, some time ago, Charles Francis Adams, Jr., characterizes William M. Tweed, the great ring manager and thief, as a man of "wit and

humor." He then goes on to say that a short time previous to Tweed's indictment as a felon, he addressed a great assemblage of his followers in which he announced with patriotic fervor and emphasis that the time had come when the municipal administration of that city must be purified and based upon the true principles of economy and justice. At that very moment William M. Tweed had his arms in the city treasury up to the elbows. On the 15th instant the Brazilian Chamber of Deputies listened to an elaborate defense of his public career from the lips of Deputy Bezerra de Menezes, the president of the municipal council of Rio de Janeiro. The great manager met the attacks upon his official career by sweeping denials, and enumerations of the many high services which he had rendered this city. In his twenty-four years of public life and twenty years of official life, he denied that any act could be found which would reflect discredit upon either his public or private character. As a proof of this he cited the fact that during all these long years he had been regularly re-elected to office and had received the greatest proofs of consideration from the people from whom he came and to whom he expected to return at the close of his public career. But to return to William M. Tweed. Two weeks after the formal indictment of Tweed before the grand jury of New York for his gigantic thefts from the treasury of that city he was elected to the Senate of the State of New York from the City of New York by twenty thousand majority. He never took his seat, however, as he feared the representatives of the rural districts who were under no obligations to treat him with the consideration shown by his followers and admirers of the city. He was afterwards tried, found guilty, and condemned to fine and imprisonment. This goes to prove that though justice may sleep and a deluded people may shower honors upon the man who robs them while filling their ears with homilies on virtue and honor and justice, the day of detection and disgrace will surely come—and woe to him upon whom their pent-up indignation may fall.

The plan adopted by the international geographical congress at Paris in August, 1875, relative to the better distribution and exchange of scientific knowledge, has been warmly praised in all parts of the civilized world, but not until the present moment has the hidden merits of the scheme been fully evolved. The Paris congress advised that a commission should be established in every country for the purpose of collecting, sending out and receiving information and publications relative to physical and political science. The subjects upon which it was decided to collect and exchange information relates more or less directly to natural and descriptive sciences, such as astronomy, geodesy, cartography, geography, topography, geology, mineralogy, botany, anthropology, hygiene, archaeology, linguistics, numismatics, and statistics in all its branches. The scheme was comprehensive, and appealed warmly to the scientific instincts of all nations. The central commission was located in Paris and the work of organizing branch commissions in various countries was begun at once. The Brazilian government formally adopted the scheme by an *aviso* of June 30, 1877, and definitely organized its branch commission by an official act of November 13, 1879. On the 5th of March, 1880, the Brazilian consul-general in New York, Sr. Salvador de Mendonça, announced to the American people through the press that the "Brazilian Central Commission of International Exchange" was finally ready to enter into correspondence with its fellow commissions, to collect and forward "scientific, literary or artistic information," to "receive and distribute documents, etc., sent by the foreign commissions," and, in short, to do all things specified by the Paris congress. This announcement has elicited a response that is both gratifying and promising. Thanks to the fertile genius of the Yankee this opportunity for international exchange has been developed into channels of which the scientific mind never dreamed and which is destined to confer unmeasured blessings upon an unenlightened world. Scarcely a month has passed since the echo of Consul-general Mendonça's manifesto reached Brazil but the flood of information is upon us. The commission gravely and gratefully acknowledges the receipt of a "great number of American journals, and the catalogues and price lists of many important manufactures of that country." "These

journals and catalogues," says the president of the Brazilian commission, "are at the disposition of the public at the 3rd section of the department of empire." Shades of Copernicus and Cuvier! what a vista opens before our eyes! On the one hand we have the busy mills, and factories, and laboratories, and workshops of a great country busy in the effort to let the world know just what they are doing and how much it will cost to enjoy the fruits of their labors; on the other hand we have a great and beneficent empire whose people are thirsting for scientific lore and whose departments of state are transformed into distributing agencies of catalogues and price lists. Through such agencies Ayer's and Hottel's almanacs will soon be found in every household; the wonderful feats of the Buckeye reaper will be like a fairy tale on the lips of children; the beneficent qualities of Vinegar Bitters will be a new revelation to the land; and the glowing promise of Giant Cement will weld anew the patriotism and aspirations of a Chinese-stricken people. What boundless possibilities are in this newly-discovered agency! what a saving in duties and agents' expenses! A great nation places itself at the disposition of the soldier-and-cement men of the north in the interests of scientific research, and the dawn of a new era is upon us. In the words of Victor Ugo, "The Great Dippershakes hands with the Southern Cross the Patent Medicine Man stands face to face with his Destiny!"

By an imperial decree of March 12, 1856, a twenty years' concession was granted to two Brazilian citizens for the construction and operation of a street railway between a convenient locality in the city of Rio de Janeiro and the Botanical Garden. This was the pioneer line of Brazil. In 1858 the term of the privilege was extended to thirty years. In 1859 all materials for constructing the line were granted exemption from import taxes. In 1860 and 1861 the time for beginning work was granted two extensions. In 1862 the privilege was sold to the Barão de Mauá, the statutes of the company were drawn up and approved, and the duration of the privilege was fixed at twenty-five years, dating from the opening of the first section. In 1865 there was another extension of the time fixed for beginning the work of construction. Up to this time and with all these favors not one single stroke of work was done on the line. The government had dealt most liberally with the enterprise, but the Brazilian holders of the privilege were timid, capitalists avoided it, and the public laughed at it. No one seemed to believe in it; every one shunned it. That is the history of the Botanical Garden street railway as a national enterprise. In August 1866 the privilege was sold to an American company, represented by the late C. B. Greenough, Esq., and in the following March that company was ready to begin laying the track. The city council here stepped in and prohibited the laying of the track, and this injunction extended through a period of fourteen months. That obstacle removed the company began the work of construction in June, 1868, and the first section was opened in the following October. It is thus seen that the American company, which still owns and manages the line, effected in the short space of three months a result which their predecessors had been unable to begin in ten years. Since that time the company has gone on extending their lines and perfecting their service, until to-day the Botanical Garden line is unquestionably one of the best equipped and best managed street railways in the world. During the first eight years of the existence of this company, the receipts from rental tax (*decima urbana*) and from the tax on property transfers in the districts through which their line passes, were doubled, and the value of property was everywhere greatly increased. To-day the income from these sources of revenue has increased fully three fold, elegant residences have been erected along the line, the streets have been paved and kept in the best of order, and the residents of the southern districts of this city have been served in a manner which has always received their warmest approval. The company has naturally grown rich, but never at the expense of the public service. Its track, its rolling stock, its animals, all have been kept in the very best order; the officers and employees of the line have ever been polite and obliging; and the company has spared no expense to make its service satisfactory in every particular. How well it has succeeded may be readily seen by comparing it

with any other line, either in this city or elsewhere. And now, in view of all this, we find the leading newspaper of Brazil, senators, deputies, aldermen, and a host of public officials, all clamoring against this one foreign street railway company and demanding that its franchise shall lapse at the earliest date possible and that its property and income shall revert to the city of Rio de Janeiro. Shameful and dishonorable as is this demand, it has no lack of advocates and defenders. The contract of this company contains no clause by which their property reverts to the city at the expiration of the privilege; by what right therefore does the city lay claim to their property? At the end of the privilege in 1893 the property will still belong to the company, and its seizure will be nothing less than theft. This enterprise has made money simply because it has been wisely managed; is this so grievous an offense in the eyes of Brazilian officials that it should be punished with forfeiture? And as to the existence of a public demand for this valuable property, there is not one particle of evidence to prove that it has or does exist. The legislators have forgotten the first days of the year when the Botanical Garden line not only escaped the indignation of the people, but was warmly praised on all hands. If this spoliation be urged on the grounds of public utility and income, let its advocates show how well it would be administered by the present city government, and then they will have some basis to stand upon. The simple demand for another man's property without either right or title, furnishes no just basis for a claim.

THE CATTÁ BRANCA BLACKS.

To the Editor of THE RIO NEWS:

Sir:—The Rev. Mr. Vanorden of Rio Grande, in the third report of his christian work in Brazil says, after visiting many places, he made a "hurried trip to Palmeiras," and credits me with having been "the means of freeing" the Cattá Branca slaves at Morro Velho. Such a mistake must have resulted from the confusion of the conversation during that very hurried visit, for he came by one train and left by the next. I regret his mistake, but I am sure it was unintentional.

But as THE RIO NEWS could have so easily ascertained from me as to such a report, passing as I did the office door daily, before the issue of the last number, I think I may complain of having had my name circulated among its readers in connection with so absurd, because so *inverossimil* a pretension. I disclaim, the merit attributed to me, and give it cordially to whom it is due; namely, to Mr. Williams, of Cocós, who ferreted out the condemnatory documents, and to Deputy Joaquim Nabuco whose brilliant oratory and humane appeals in the Chamber of Deputies, to the national justice, gave effect to these documents. The English *Clairgé d'Affaires*, Mr. St. John, and THE RIO NEWS also powerfully helped the good cause, as did many others in lesser degree.

For twenty years did officers, connected with Morro Velho and other English companies, denounce to the Legation in Rio, and to the Anti-Slavery Society in London, that a late agent at Morro Velho and a director in London were parties in re-enslaving the Cattá Branca blacks, but in vain. All was done so cunningly and so secretly by said parties that no clue to their conviction could be found till Mr. Williams, in 1879, by some ingenious play in a side question with the Morro Velho Company, found out everything, and in person followed up his information on the spot, and in Rio to the successful issue by different means, but chiefly by Deputy Nabuco's generous advocacy.

Being to be heard before my name again, believe me,

Very sincerely yours,
R. H. GUNNING.

—The published receipts of the Carangola railway in April were 17,315\$880.

—The published receipts of the Dom Pedro II railway in March were 766,456\$394. The road transported 50,250 1/2 first-class and 153,841 second-class passengers, 7,795 tons of coffee and 14,753 tons of merchandise.

—The first train (a ballast train) on the Dom Pedro II extension to Barbacena, arrived at that place on the 16th inst. The formal inauguration of that station will take place some time in June after the Emperor's return from Paraná.

—The receipts of the "Machadé Campos" railway in April were 65,413\$636. The road transported during the month 2,080 passengers, 34.7 tons of baggage, etc., 1,008 tons of coffee, 315 tons of sugar and 1,553.8 tons of merchandise.

LEGISLATIVE NOTES

—The injustice of the additional tax of 1 1/2 per cent. on foreign goods shipped from one Brazilian port to another, was brought before the Chamber on the 13th inst. by Deputy Leoncio de Carvalho, who presented a protest from the business men of Santos. The injustice of this customs regulation is so apparent that the Chamber should lose no time in repealing it.

—From the discussion on the new supplementary census of the minister of agriculture on the 14th inst. the fact became known that five kilometers of the Santa Cruz branch of the Dom Pedro II railway had been washed away. It seems that the line had been built below the flood level, and it is now necessary to reconstruct the line. The minister of agriculture defends the engineer on the ground that it is impossible to provide against such accidents. It also transpired that the new rails which had been bought for this line, under a legislative appropriation, have been sold at very low rates.

—The new supplementary credit asked by the minister of agriculture passed the third reading in the Chamber on the 15th. The credits are for public works, water works, etc., 6,880,819\$379 and for the Dom Pedro II railway 1,280,000\$.

—Deputy Bezerra de Menezes, president of the city council of Rio de Janeiro, president of the São Cristóvão tramway company, etc., addressed the Chamber on the 15th inst. In defense of the many charges brought against him. He called attention to the circumstance that his public career began twenty-four years ago, twenty years of which had been spent in public office. He challenged the discovery of any act in his public or private career which reflected discredit upon him.

—On the 15th Deputy Gavão Peixoto addressed an interpellation to the government in regard to the re-issue of 2,400,000\$ of redeemed currency by the latter minister of finance, and in regard to the extension of time in the privilege of the Botanical Garden Railroad Company.

—The bill approving the contract between the government and the Amazon Steam Navigation Company finally passed the Senate on the 17th inst. as it was originally received from the Chamber about one year ago. The bill extends the contract ten years and grants an annual subsidy of 450,000\$. All the amendments proposed were rejected.

—In the discussion of the reply to the speech from the throne in the Chamber, on the 16th, the prime minister, Counselor Saralva, declared that in case the electoral reform bill failed to pass the Chambers the ministry would not propose a dissolution, but would retire from power. In respect to the question of emancipation he stated that the government does not at present design to take it up.

THE NEW BUDGET.

The budget for the financial year 1881-82 was presented to the Chamber of Deputies on the 11th inst. The estimated receipts and expenditures, together with the state of the public debt on the 31st of March, 1880, are as follows:

EXPENDITURES.	
Department of Empire	8,002,214\$000
" Justice	6,720,260\$891
" Foreign Affairs	863,302\$999
" Marine	10,538,333\$116
" War	13,513,145\$894
" Agriculture, etc.	19,977,720\$784
" Finance	59,471,754\$130
118,286,758\$514	
Supplementary credits about	12,000,000\$000
RECEIPTS.	
Import duties	58,000,000\$000
Dispatch tax of 1 1/2 per cent.	1,000,000\$000
Warehouse tax	800,000\$000
Lighthouse tax	260,000\$000
Dock tax	80,000\$000
Export duties	15,500,000\$000
General contributions	1,000,000\$000
Dom Pedro II Railway	11,000,000\$000
Telegraph lines	800,000\$000
Real estate tax	3,000,000\$000
Stamp tax	4,000,000\$000
Property transfer tax	4,250,000\$000
Tax on Industries and Professions	3,200,000\$000
Lotteries	1,500,000\$000
Salaries and emoluments	2,000,000\$000
All other sources	9,668,000\$000
116,958,000\$000	

PUBLIC DEBT STATEMENT.	
Foreign debt (par of 27 d.)	151,077,333\$333
Internal debt:	
Six per cent <i>apotecas</i>	335,397,100\$000
Five " "	1,990,400\$000
Four " "	119,600\$000
Six " (loan 1868)	23,882,000\$000
Interest due March 31 and unpaid, loan of 1868	716,460\$000
Unclaimed interest	249,327\$497
Debt anterior to 1827	149,788\$174
Gold loan, 1879, 4 1/2 per cent.	51,071,500\$000
Interest due on same March 31	1,167,412\$500
Emancipation fund (Jan. 1, 1880)	5,846,207\$814
Loan from Orphan's fund	16,133,057\$158
Savings deposits	14,519,002\$664
Sum of deceased and absentees	2,177,205\$321
Subsidiary credits	374,372\$816
Private loans	700,000\$000
Public deposits	3,250,667\$909
Monte de Socorro deposits, (Dec. 31, 1879)	765,813\$367
Miscellaneous deposits (June 30, 1879)	8,815,089\$226
Treasury bills (April 30, 80)	11,632,700\$000
Outstanding paper currency	189,199,591\$000
819,235,228\$179	

* June 30, 1879. Accounts for years 1877-78 and 1878-79 not yet finally liquidated.

PROVINCIAL NOTES.

—The Canyans market bill became a law on the 24th ult. The privilege extends over a period of sixty years.

—The receipts of the São Paulo post-office in April were \$8,618\$40; expenses \$5,820\$13; balance 3,828\$48.

—A small police force, returning from Porto Ferro, Pernambuco, where they had been to capture some criminals, were fired upon from an ambulance on the 31st inst. One policeman was killed.

—The *Gazeta*, of Porto Alegre, of the 4th inst., states that there are 30 Italian immigrants living in barracks there, who have been furnished here with food nor transportation. They get a scanty living by begging in the streets.

—The business men of Santos are protesting against the law of Nov. 26, 1879, which levies an additional tax of 1½ per cent. on foreign goods shipped from one Brazilian port to another. The complaint is eminently just and merits the immediate attention of the minister of finance.

—The financial report of the city council of Pernambuco for the first quarter of the present calendar year is as follows: Balance on hand Dec. 31, 1879, 29,238\$90; amount received during the quarter, 48,585\$03; total, 77,823\$80. Expended during the quarter, 59,195\$80; balance on hand April 30, 1880, 18,628\$00; total, 77,823\$80.

—On the 19th inst., an overseer on a Cantagalli coffee plantation was murdered by one of the slaves working under his direction. The overseer threatened the slave for not keeping up with the others in his work, and then struck him with his whip. This so enraged the slave that he killed the overseer with one blow of his hoe and then savagely stabbed his inanimate body seven times with a knife. The assassin was afterwards captured by his own work-fellows.

—A poor young man in Campinas was sent out to make some payments and was entrusted with \$6,000 for that purpose. He just stepped into a gambling house for a moment, while on his way, and by some strange fatality was induced by a stranger to try his luck. He now complains that he was robbed of the whole amount. Of course he receives much sympathy, and no one troubles him with a question about his business in a gambling house with \$6,000 in his pocket.

—To encourage the cultivation of coffee in that province the provincial government of São Paulo has offered a premium of 1,000 to every planter who shall prove to the president the possession of 40 acres of land upon which ten thousand coffee plants have been set out and cultivated. The payment of the premium is made conditional on the regular cultivation of the coffee plants which shall be set out in parallel rows four metres apart each way, and will be made only after the first crop produced. No planter will receive more than one premium. If a larger area shall be planted the planter will receive two for each tree, in accordance with the foregoing conditions.

—The *Jornal do Recife* of the 9th inst., relates that about fifteen days previous a free black woman named Perpetua notified the chief of police that her daughter Rosa, whose freedom had been bargained for in the sum of 600 with her master in Iguaçu, was on board the coasting steamer *Pernambuco*, destined to be sold in Rio de Janeiro. The poor woman asked that her daughter should be taken from the steamer and set at liberty, depositing therefor the stipulated 600. According to her statement the master of Rosa, after agreeing to accept 600 for her liberty, sold her to a man at Pedras de Fogo, who sent her to Paratyba where she was shipped for the slave market of Rio de Janeiro. The chief of police at once took the slave girl from the steamer, arranged matters with her master and gave her the long-desired letter of freedom.

—If there is any one privilege more than another in which the young man of São Paulo believes that he has a vested right, it is that of going behind the scenes at the theatre and displaying himself to the actresses. It seems that the scene-shifters at the St. José theatre objected to this on the evening of the 14th inst., and a row ensued then and there. A mortal affray had been given, and the *four nobles* (the scene-shifters) blood. Chins, whips, knives, razors, revolvers, everything handy came into play. The trap doors were opened and the legs were exchanged. Several persons on both sides were injured. Finally the police authorities, the police force, the militia, and the infantry and cavalry of the regular army turned out and then order was restored. The *Constituinte* says that one of the actresses fainted.

—According to the dispositions of provincial law No. 108, of April 25, 1880, the president of São Paulo is authorized to purchase two lots of land of not less than four hundred thousand square *varas* (47,341 acres) at a total cost of not over 20,000. One lot is to be located in the northern part of the province, and the other in the western. Upon these lots an agricultural school is to be established where boys between the ages of twelve and twenty-one are to be received and trained in the use of agricultural tools and in the cultivation of products adapted to the land. The excess of products over the consumption of the establishments will be sold and the sums realized will be devoted to the expenses incurred by them. Should there still be an excess it will be deposited in a savings bank for the benefit of the boys. When a boy reaches his majority he will be entitled in a proportion of the savings which will be determined by the age at which he entered, and the time and value of his services. For meeting the preliminary expenses of the establishments the president is authorized to use the 50,000 voted for the Instituto dos Artífices, which is suppressed. The boys now in the latter establishment will form the nucleus of the first agricultural school.

—Three slaves recently assassinated an overseer on a plantation near Campinas, São Paulo.

—The funded debt of the province of Bahia amounts to 4,456,316\$220, and the floating debt to 832,616\$220.

—The rains continue frequent and abundant in Ceará. The provincial president reports a total suspension of public relief.

—The city council of Taubaté, on receiving intelligence of the death of the Duque de Caxas, suspended its session and at once sent on its condolences.

—The Alagoas correspondent of the *Jornal* writes under date of the 28th ult., that the coming sugar crop promises to be superior to that of the two past years, owing to the rains.

—According to the *Gazeta*, of Porto Alegre, the minister of agriculture authorized the president of Rio Grande on the 10th of March last, to sell two square leagues of unoccupied land, in the municipality of Taquary, to Eduardo Frazão Guimarães. The land is to be located on the right margin of Rio Taquary, and the price fixed is one-half real per square *vara*—or 418 reis per acre.

—A slave was hanged at Jundiahy on the 12th inst., who had been literally whipped to death. His wounds, which were seen by many people, were frightful, the bones being exposed in places by the gashes. The published note of this brutal occurrence does not give the name of the master; it is simply given as a matter of news. The curse of these unprincipled brutalities will some day overwhelm the people who permit them.

—The beneficent founders of the Ypiranga lotteries had a meeting the other day. They propose to invite competition between Brazilians and foreigners as to the terms of the drawings, premiums, etc. We propose all blanks, and—last but not least—our full plan for the competition. They propose also that a primary school shall be attached to the monument, and offer 20,000 for the best plan. Now that's what we call a *coup d'état*. No matter how enormous the swindle, a school project will sugar-coat it perfectly.

—A pleasing miracle took place at S. João da Barra not long since which promises well for the future pilgrimage mania. According to the *Progressista* of that place a Spaniard named José Siqueira arrived at Campos about a month ago from Rio de Janeiro. He was totally blind, and obtained a living by playing the harmonium and begging in the streets. This blind beggar had great faith in the Virgin Seabra da Penha at Andaraí, near S. João. He induced some parties to take him down there and make him pray to take him to the chapel. In answer to his first prayers the Holy Virgin of Penha kindly opened both of his eyes, whereat there is great marvel and rejoicing. His blindness was sworn to by those who saw him beg, others who rolled his cigarettes, and others who assisted him in his travels.

MARACAIBO COFFEE.

A serious commotion has been created in the coffee market by the reported failure in the crop of Maracaibo coffee. The heavy rains which are reported to have visited Venezuela have, it is said, entirely ruined this crop, and the specimens of this brand of coffee which have lately been received in this harbor from that region have fully verified the report. The amount of Maracaibo coffee annually landed here is estimated at 80,000 bags, of one hundred and thirty pounds each, making an aggregate of over 10,000,000 pounds, which, at the nominal market price is worth fully \$1,500,000. The dealers here say that a failure in the crop of Maracaibo can hardly be made good, as its place cannot be filled by any other coffee brought to this market from those sources from which coffee is generally drawn. The news from Rio and Central America give reports of very fair crops, and a prospect of a good supply; but these coffees, although very largely used, cannot, it is said, be made to supply the place of Maracaibo coffee. Some of the large dealers in coffees say that the scarcity of this brand will have a great effect on other coffees, so far as regulating the price is concerned; but as yet no very serious effect is felt, as hopes are entertained that the disasters by the rains in Venezuela are not so bad as have been reported, notwithstanding the fact that direct advices speak of the heavy floods arising from the unusual water fall and the damage done to the coffee plantations. They are anxiously awaiting later advices; the last letters received being over a month old.—*The Green*, March 20.

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